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# COAST GUARD BULLETIN

APRIL 1948

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# COAST GUARD BULLETIN...

Washington • April 1948

Published monthly with the approval of the Director of the Budget



## Auxiliary to Check Safety for Record Number of Boats

Fifteen thousand members of the United States Coast Guard Auxiliary will assist the regular Service by promoting safe motorboat operation through the Auxiliary's Nation-wide Courtesy Inspection program this summer. For many years the Coast Guard has received more calls for assistance in the summer season than in any other time of the year, with the majority of these calls coming from pleasure craft. Figures show that there are over 400,000 motorboats registered in the United States, a record-breaking number.

Officials believe that preventive safety measures encouraged by the Auxiliary will forestall the need for many rescues from defective motorboats this year.

The Courtesy Inspection program, inaugurated in 1947, resulted in the inspection of 3,475 privately owned motorboats last year. Purpose of the Courtesy Inspections is to provide owners of boats under 65 feet in length with a check on the safety of their craft.

The manner in which the Courtesy Inspection program is carried out illustrates the Coast Guard's general policy of administering safety rules and regulations, which, instead of using compulsion, relies wherever possible on the intelligent co-operation of the American public. Members of the Auxiliary who perform the inspections are experienced boatmen, and like all members of the Auxiliary serve on a voluntary basis.

### AUXILIARY ORGANIZATION

Under the over-all administration of Capt. C. A. A. Anderson, National Direc-

tor, each Coast Guard District has a regular officer assigned as district director. Within the district, the Auxiliary is organized by divisions and flotillas.

The greater part of the 48 States is covered by Coast Guard Auxiliary Service. All the coastal States, Atlantic, Gulf, and Pacific, the Great Lakes States, and the States in the Mississippi River Valley and along its tributaries have Coast Guard Auxiliary units. It is of interest that the largest group of boat owners is the group on the Great Lakes.

### COURTESY INSPECTION PROCEDURE

Members of the Auxiliary chosen as inspecting officers are selected for the following qualifications: They are boat owners or former boat owners. They possess considerable cruising and maintenance experience. They are courteous, tactful, responsible, and enthusiastic yachtsmen and Auxiliarists.

Qualified Auxiliarists are trained in a refresher course, at the end of which they take an examination. If they pass the examination, they are sworn in as courtesy inspection officers.

Inspection officers follow a standard pattern of inspection procedure:

1. Courtesy inspections are made only when the motorboat is alongside of the dock or on the owner's mooring, and only by the owner's request.

2. Only a duly appointed inspection officer goes aboard the boat to be inspected.

3. Inspectors wear regulation Coast Guard Auxiliary uniform.

4. The first part of the inspection checks the equipment required by the Motorboat Act, including suitable running lights, life preservers or ring buoys, fire extinguishers, whistle or horn, bell,

flame arrestor on carburetors of gasoline engines, and ventilators with cowls for bilges and fuel tanks of gasoline-powered boats.

If in the opinion of the inspecting officer the boat passes this part of the inspection, an inspection sticker is issued, mailed to the owner by the division captain. The check sheet is left with the owner regardless of whether the boat does or does not pass.

5. The second part of the inspection checks the items not required by law, but considered important by the Coast Guard for safe operation. These items are anchors, barometer, bilge pump, carburetor drip pan, compass, distress signals, emergency rations and water, local Coast and Geodetic Survey charts, first-aid kit and manual, ring buoys, lead line for sounding, mooring lines, and tools and spare parts.

6. The inspection officer sends to his division a report of each inspection made. A record is made to include only the following information: Owner's name, certificate number of the boat, and a signed statement by the inspection officer as to whether the boat did or did not pass the part of the inspection for legally required equipment.

7. Division captains send monthly inspection report summaries to the district directors. *Names of owners not passing are not reported.*

Throughout the inspection the Auxiliary emphasizes the features of safety, friendly service to boat owners, and courtesy. By order of the Commandant, the Coast Guard does not board motorboats that have passed inspection, unless there is some obvious violation on the boat owner's part.

#### OTHER AUXILIARY SERVICES

In addition to rendering Courtesy Inspection service, the Auxiliary gives new owners or newcomers the benefit of their local knowledge and counsel on proper boat handling, if requested by the boat

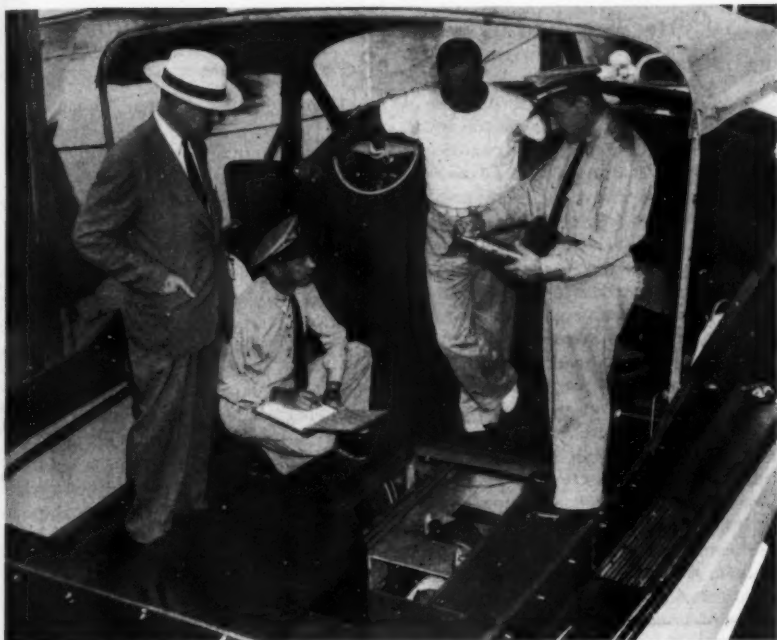
owners. In the winter months, the Auxiliary conducts boat safety classes, which have been well received by prospective boatmen.

## L. A. Group to Help in Safety Campaign

At a meeting in Los Angeles, the Maritime Committee, an organization within the Los Angeles Junior Chamber of Commerce, announced a plan to assist the Coast Guard's campaign for safety in motorboating. The junior chamber of commerce will help to give the widest possible publicity to the campaign. Tentative plans have been made to hold Motorboat Safety Week in the Los Angeles area during 1948.

The Coast Guard, and authorities of Los Angeles County, and the city of Los Angeles have agreed that an effective program in educating the many private boat owners in the Los Angeles area will forestall many calls for assistance through insuring that private boat owners are acquainted with the principles of safety afloat.





A biweekly Safety Bulletin will be sent to all pleasure-boat owners. This bulletin, similar to the Notices to Mariners, will be written in a style easily understood by the layman. It will contain safety precautions to be observed aboard boats, sketches to illustrate important points and sample case histories of accidents which have happened. The account of each incident will give the circumstances leading to the accident; extent of damage; cost of repairs and recommendation of measures taken to prevent similar catastrophes on other craft. These Safety Bulletins will be written, edited, and mailed by the junior chamber of commerce after being reviewed by the Coast Guard.

## San Juan and Miami Districts Merge

The Tenth Coast Guard District (San Juan, P. R.) was merged with the Seventh

Coast Guard District (Miami), effective midnight, eastern standard time, Wednesday, March 31, 1948. At that time the control of all activities of the Tenth District was transferred to Commander, Seventh District.

There will be no change in the scope of Coast Guard operations in the Caribbean area.

Prior to World War II, Coast Guard units in the Caribbean area were under the control of the New York District. The San Juan District came into existence as a lighthouse district in 1902 and became a Coast Guard District when the Lighthouse Service was amalgamated with the Coast Guard in 1939.

The Tenth Coast Guard District was formed to parallel the Navy's district organization during the war while the Coast Guard was operating as part of the Navy. The Coast Guard returned to its peacetime status, as part of the Treasury Department, on January 1, 1946.

## C G Cutter Breaks Heavy Ice in Tests

The Commandant of the United States Coast Guard recently arranged for an inspection trip by representatives of the United States and Canada, to witness the operation of the Coast Guard ice-breaker *Mackinaw* on the Great Lakes in conditions that have heretofore been impassable to normal vessels, to demonstrate the possibility of extended navigation in ice-covered waters. Operations were observed by representatives from the Navy Department, Department of the Army, Coast Guard Headquarters and Ninth Coast Guard District personnel, Canadian Navy, Canadian Department of Transport, and various fleet operators on the Great Lakes, together with numerous interested manufacturers of equipment used in this rugged service. The demonstration consisted of negotiating ice fields of 38-inch solid ice, where progress was practically unimpeded, and windrows (piles of broken ice) as deep as 25 feet, which is deeper than the draft of the vessel.

The demonstration was extremely successful, in that not even the heaviest windrows could stop the *Mackinaw*. After repeated attempts to stick the vessel the party agreed that here was a vessel that could conquer the encountered forces of nature and without doubt be of great assistance to navigation on the Great Lakes in times of war or peace.

The *Mackinaw* was designed by the United States Coast Guard and built in Toledo, Ohio. She is 290 feet in length, with a 71-foot beam, of 5,000 tons displacement, and 10,000 shaft horsepower, divided between three propellers, two aft and one forward. Under the expert handling of her commanding officer, Commander H. J. Doebler, U. S. C. G., the use of the bow propeller was shown to be extremely efficient for this type of operation and the Diesel electric machinery provided the herculean power to perform these modern miracles.

## OWSV's Will Make Rawin Tests

Ocean Weather Station Vessels will make "rawin"<sup>1</sup> tests to get scientific data in cooperation with the Weather Bureau, Rear Adm. Earl G. Rose, Chief of Coast Guard Operations, announced. Purpose of the tests will be to increase the accuracy and reliability of shipboard rawins.

Admiral Rose pointed out that the justification for the Ocean Weather Station Vessel program depends very largely on the basis that weather observers can obtain adequate meteorological data of the upper air over the oceans.

At the present time the only practical way of obtaining adequate data on direction and velocity of wind aloft (rawins) is by the Coast Guard's cooperation in furnishing radar slant ranges and bearings of a target carried by a balloon. Tests made during the summer of 1947 compared the accuracy of rawins made at a weather station ashore with the accuracy of rawins made aboard an ocean station vessel.

## Standards Set for Extra Gunnery Pay

Headquarters has published qualifications and instructions for enlisted men eligible for extra pay because of their skill and knowledge in ordnance and gunnery. The extra pay ranges from \$5 per month for first-class qualifications including such skills as expert rifleman and first-class gun pointer to \$1 per month for fifth-class qualifications including aircraft machine gunners, second class.

Thirteen pages of these qualifications and instructions appear in Personnel Circular No. 3-48.

<sup>1</sup> EDITOR'S NOTE.—RAWINS are measurements by radar of wind force and intensity aloft. Standard ship radars track a small free balloon with a radar reflector attached to it; a series of radar ranges gives you wind speed.

## Recruiters to Coordinate School Visits

In the past, recruiting representatives of all the armed forces and the Reserve components have endeavored, individually, to arrange visits to secondary schools in the interests of officer-candidate procurement and enlisted recruiting. School authorities have received so many separate requests that it has been difficult for both schools and recruiting personnel to arrange visits without a conflict of dates and disruption of school schedules.

To remedy this situation, the Navy, Marine Corps, and Coast Guard have agreed to a coordinated system of contact with high-school officials. The three Services are also agreed on a policy of urging prospective recruits to finish their secondary school education prior to enlistment, and not leave school prematurely for the purpose of enlisting.

The plan, in brief, provides that visits to high schools by the Navy, Marine Corps, Coast Guard, and the Reserve components of these Services, be coordinated by the local or area Navy Recruiting Service officer-in-charge. Equal opportunity will be given all Services, as this is merely a matter of coordinating entrance, and representatives of each Service will continue to recruit for their own Service as in the past.

School authorities have expressed their approval of this joint policy of the Navy, Marine Corps, and Coast Guard, and it is expected that the closer liaison with educational leaders will result to the advantage of all concerned.

## Safety Practices for Cars Aboard Ferries

The Commandant has urged the universal adoption of safety practices for motor vehicles boarding ferries. He stated that most of the ferry services have adopted safety practices for motor vehicles, but pointed out the desirability of universal adoption in view of deaths

caused by motor vehicles driving through the offshore chains or cable barriers of ferry vessels.

Casualty records show that on at least three occasions, motor vehicles have, because of excessive speed or faulty brakes, been driven through ferry vessels into the water, and the occupants drowned.

The Commandant said that a barrier of sufficient strength to stop a fast-moving vehicle, such as a bus or truck, would assume unwieldy proportions and in addition would probably cause a tragedy of equal consequences. It does seem, however, that such casualties could be entirely eliminated by requiring that the speed of the first vehicles boarding a ferry be moderate and a complete stop executed at a distance of at least 30 feet from the offshore barrier. This would insure that the vehicles were under absolute control of the drivers and that the brakes were effective. After so stopping, the vehicle should approach the barrier cautiously under the guidance of a competent deck hand. Upon taking position for transit, the emergency brakes of all motor vehicles should be firmly set and the wheels of vehicles next to the barriers on both ends of ferries should be securely and effectively blocked to prevent movement in either direction.

## Coast Guard Program Adds New Feature

The Coast Guard's network program, Coast Guard on Parade, which is heard weekly on Monday afternoons over the Mutual network, 12:30 to 1 p. m., e. s. t., has instituted a new feature on the broadcasts. Salutes to various sections of the country and to various operations of the Coast Guard will be carried. The first salutes were to the Great Lakes area, the Coast Guard Auxiliary, and the icebreakers.

The programs originate from WNLC in New London, Conn., and feature the Coast Guard Academy Band, led by Chief Musician George H. Jenks, Jr. The pro-



grams are presented in the interest of cadet procurement.

## More Awards To "Bibb"

Mr. William D. Winter, president of the Life Saving Benevolent Association of New York presented medals to 16 members of the *Bibb's* ships company in a ceremony held aboard the *Bibb* on Friday, 12 March, to recognize their efforts in the successful rescue of the crew and passengers of the ill-fated Bermuda Sky Queen.

Those who received the awards were:

Capt. P. B. Cronk.  
Lt. (jg) C. S. Hall.  
Lt. (jg) B. S. Brown.  
Ens. J. H. MacDonald.  
Bos'n Mate First Class R. J. Keller.  
Machinist L. Hall.  
Chief Machinist Mate H. Lafever.  
Gunners Mate First Class J. Johnson.  
Machinist Mate Third Class P. V. Taylor.  
Sonar Man First Class C. E. Bunkley.  
Radar Man First Class D. E. Corey.  
Machinist Mate First Class J. F. Monteiro.  
Radar Man Third Class R. H. Berliner.  
Radar Man Second Class R. O. Fuhr.  
Carpenters Mate Third Class G. L. Kehler.  
Aerographers Mate Third Class C. N. Peterson.

Present at the ceremony was Rear Adm. Ed. H. (Iceberg) Smith, Commander Eastern Area, U. S. Coast Guard, and Capt. Floyd J. Sexton, Commander, First Coast Guard District.

## Coast Guard Cadets to Observe Operation of Latest Improvement in Boat Handling

United States Coast Guard Cadets participating in the 1948 Cadet Training Cruise will share with their cruise officers

the experience of observing at first hand, and becoming familiar with, the operation of the latest innovation in small-boat handling while "under way."

In order to observe the operation of an improved releasing hook under conditions other than those encountered in routine tests, modification of one 26-foot monomy surfboat is now under way to permit the accommodation of the new-type releasing hook.

This surfboat, equipped with special blocks, will be put aboard either the *Campbell* or the *Eagle* prior to departure on the training cruise.

The new-type releasing hook, located in the surfboat, is self-mousing. The block terminates in one or more links of chain instead of the usual hook, thus providing for positive release at the discretion of the coxswain to expedite hooking on in rough weather.

This "under way" test should prove instructive and interesting to both officers and cadets. But what is of greater import, it will enable the Coast Guard to obtain a wider cross-section of opinions as to the practicability of the new hook, the ultimate adoption of which, provided that it passes required tests, will contribute toward the reduction of hazards and insure greater safety at sea.

## League Tells Defense Group Strong Reserve Needed

The Coast Guard League has recommended to Secretary of Defense Forrestal's Committee on Civilian Components, a strong organized Coast Guard Reserve "believing that there can be no question as to the urgent need of an organized Coast Guard Reserve if the Coast Guard is to be ready on a possible M-day, and if the Coast Guard is to live up to its traditions of 'Semper Paratus.'" Following a resolution passed at its second national convention last October, the Coast Guard League submitted five recommendations for the committee's consideration:



A. That the Coast Guard Reserve be set up on the basis of 20,000 officers and 200,000 enlisted personnel.

B. That legislation be enacted to reestablish the Coast Guard Women's Reserve (repealed 25 July 1947).

C. That a nucleus of from 2,500 to 3,000 officers and 10,000 to 12,000 enlisted personnel are immediately necessary to fill the expansion that M-day would occasion.

D. That minimum training could be effected for this nucleus group at an estimated cost of \$2,000,000 by using existing facilities.

E. That unless funds are made available to the Coast Guard in fiscal 1949, thousands of veteran Coast Guard reservists now without an organized Reserve will be lost to the Service and with their loss our national security will suffer the loss of their specialized training and the experience gained by them in the recent war.

The Coast Guard League emphasized the fact that the Coast Guard is the only military component of our armed forces which is under the administration of a civilian department of our Federal Government in time of peace. Its duties as the Nation's Maritime Police Force and Regulatory Agency requires a civilian administration under our democratic form of government.

The league also pointed out that the Regular Coast Guard, operating under the Secretary of the Treasury in time of peace, has many special duties peculiar unto itself. In time of war, operating under the Secretary of the Navy, its specialized peacetime duties are greatly expanded, and added thereto are numerous general wartime duties.

Obviously, the Coast Guard must depend upon a large reserve, not only to carry on its greatly expanded peacetime

duties, but to assure the special and general wartime duties assigned to it by the Navy.

In time of war or in a national emergency, the Coast Guard's police and regulatory duties become military in character and are indispensable to our national security and must be classified as a part of our national defense. Therefore the Coast Guard Reserve is at all times a military arm of the Coast Guard, in peace as well as in war. The league believes that the cost of administering and training the Coast Guard Reserve should be provided for by the Secretary of Defense. The league urgently recommends that the Secretary of Defense take immediate steps to make funds available for the Coast Guard Reserve.

EDITOR'S NOTE.—*The above article is abstracted from the league's report to the Secretary of Defense's Committee on Civilian Components and is published for the information of the Service. The opinions expressed are those of the league and are not intended to represent an official statement of policy by the Coast Guard.*

## Current Coast Guard Films Listed

Twelve official Coast Guard motion pictures are currently available for showings, the titles covering many phases of peacetime and wartime service activity. Following is a list which includes title, film size in millimeters, running time in minutes, and a brief general description of the scope of each film. Units desiring to show the films should write a letter to their district commander (dcs) or the Commandant (CPI). These films are also available for use by various civilian organizations under certain general conditions.

Title	Size in millimeters	Running time (minutes)	Description
THE ACTIVE PEACETIME SERVICE.	16	28	Depicts the general activities of the Coast Guard and all the manifold peacetime duties. Scenes show Coast Guard work during floods, on weather patrol, maintaining aids to navigation, and many others. Released December 1947.
COAST GUARD ACADEMY----	16	22	In color. Illustrates the various activities comprising student life at the Coast Guard Academy, New London, Conn. Drills, study periods, training, living quarters, sports and social activities are depicted. Released 1947.
COAST GUARD AT WAR (2 parts): <i>Pt. I—Along Our Shores----</i>	16	15½	Covers wartime activities within continental limits and off the shores of the United States including personnel training, work of Merchant Marine Inspection, Women's Reserve, Port Security, Search and Rescue.
<i>Pt. II.—On Foreign Shores--</i>	16	25½	Covers the Service's activities in battle zones from early 1940 until the rise of the stars and stripes on Japanese mainland. Includes invasion scenes, in chronological order, of more than 10 invasions in which the Coast Guard participated.
SERVING THE MERCHANT MARINE.	16 or 35	28	An action-packed picture, graphically revealing the Coast Guard's thorough job in safeguarding men and ships of the Merchant Marine. Scenes include war against U-boats, rescue of torpedoed ship survivors, preventive measures taken by the Coast Guard to insure safety at sea, port security, and aids to navigation work. Released November 1944.
STORY OF A DOG (available after June 1948).	16	9½	Shows training of a Coast Guard war dog from time of entry into boot camp until day he helps capture a Jap sniper, after his transfer overseas. Remarkable discipline depicted, dogs learning to be good soldiers.

Title	Size in millimeters	Running time (minutes)	Description
LORAN FOR OCEAN NAVIGATION.	16	20	Description of Loran in ocean navigation showing various uses. Produced 1947. Technical.
RADAR FOR NAVIGATION-----	16	10	Shows the use of Radar by ships in entering harbors. Technical.
ACTION HIGHLIGHTS OF THE WAR.	16	10	A series of memorable war scenes shot by Coast Guard cameramen. Released 1946.
GREAT LAKES (one of "This Is America" series).	16	20	Produced by Pathe, this picture shows shipping and other scenes of interest in America's Great Lakes ports. Ice breaking by Coast Guard cutter is featured in one part of the picture.
STORY OF A TRANSPORT-----	16	18	A timely and unique treatment of an important and thrilling war operation. The picture records the colorful career of the 24,000-ton transport <i>Wakefield</i> , dramatically linking the ship's romantic past as the peacetime luxury liner <i>Manhattan</i> with her grim war service. Highlighting the film are scenes of the <i>Wakefield</i> being bombed at Singapore, burning in the Atlantic and then, refitted, crammed with troops, bound for the battle zones. Released April 1945.
TASK FORCE (available after June 1948).	16	18	Coast Guard in convoy. In color, the film takes the task force from home port to invasion beach. Dramatically told. Released December 1943.
LST-----	16	10	Produced by the Coast Guard Motion Picture Unit. This film follows the construction and trial runs of an LST. Combat footage dispersed throughout this production brings the spectator up to the minute on amphibious operations. Released 1944.
CARRY THE FIGHT-----	16 or 35	10	Brief description of the part the Coast Guard played in combating submarines in the Atlantic. Released 1943.

Title	Size in millimeters	Running time (minutes)	Description
SEMPER PARATUS -----	16	4	Résumé of peacetime and war activities of the Service, showing training of a "boot" and some of the duties to which he may be assigned. Released 1943.
NORMANDY INVASION (available after July 1948).	16	19	On-the-spot coverage by Coast Guard combat photographers of the initial assault on Fortress Europe. Action scenes show the tremendous invasion preparations and the follow through—American troops storming French shores and establishing the beachhead. Released November 1944.

All Coast Guard Films Are For Use on Sound Projectors Only

DO NOT USE ON SILENT PROJECTORS OR FILM WILL BE RUINED

## Former Commandant Deplores Use of Term "Brass Hat"

Testifying before an Armed Service Subcommittee of the House of Representatives, last month, Vice Adm. Harry G. Hamlet, USCG (ret.) said the term "brass hat" should be abolished. Admiral Hamlet said the term has done more than anything else to "undermine" the military services and tends to prejudice young men and women against choosing a military career.

The admiral also said officers' retirement benefits should not be reduced. He pointed out the Services are now having great difficulty attracting the new men and women they need.

Admiral Hamlet preceded the late Admiral Russell R. Waesche as Commandant.

## 158th Anniversary Observance Planned

Plans for the observance of the forthcoming 158th anniversary of the Coast Guard on August 4 are being formulated in headquarters.

Special network broadcasts and extensive newspaper coverage of the event are being planned. The Public Information Division is preparing a "kit" for use by district officers, independent field units, and the Auxiliary to assist in the setting up of local observance of the event.

Detailed information on the anniversary observance will be disseminated as soon as the program is completed.

## Coast Guard History Program

As early as March 4, 1942, President Roosevelt expressed to the Director, Bureau of the Budget his interest in the steps being taken to keep a current record of war administration. On January 25, 1944, he wrote the Director of the Budget Bureau "Those agencies which have not yet established units to deal with the recording of their administrative experience should do so \* \* \*. Soon after the war each agency should have ready a good final report that will sum up both what was accomplished and how the job was done." On July 6, 1945, President Truman reinforced this with the statement "I would like to see completed soon after the war is over an objective account of how problems of administration were handled. Both failures and successes should be analyzed. The development of governmental administration can be greatly aided by such investigations. This information will probably be most useful within the Government, but a final report to the American people of wartime administration also seems highly appropriate."

The history writing program of the Coast Guard was based on a directive of February 14, 1945, from the Commander in Chief, United States Fleet and Chief of Naval Operations, who referred to a letter from the Secretary of the Navy dated July 31, 1944, and distributed in the Navy Department Bulletin of August 15, 1944, as #44-901. In this directive Admiral King pointed out that "the foundation for the naval history of the current war, administrative and operational, is now being laid, with the Director of Naval History exercising the function of coordinator of those engaged in the work.

The higher commanders, afloat and ashore, being the ones best qualified to determine the needs of their organizations, are necessarily the ones responsible for the accuracy and adequacy of the coverage."

This directive was followed by an "outline of considerations governing the preparation of Naval History" from the Director of Naval History on February 19, 1945, followed by suggestions from the "Outline of Naval District Administrative History" from the Director of Naval History on April 21, 1945.

On the basis of these directives the Chief of the Public Relations Division wrote a letter to all district Coast Guard officers under date of May 12, 1945, enclosing comprehensive outlines of 28 "First" narratives to be submitted by each of the districts, one for each activity, together with an over-all district history. He also asked for the designation of district historical officers. Most of the districts complied by the end of 1946, and 310 "First" narratives out of a possible 435 had been submitted. These "First" narratives covering every phase of Coast Guard activities in the field, were now ready for the second step, which was to weave the district material with the headquarters records into historical monographs on the various phases of Coast Guard activity during World War I. This part of the program constitutes what might be termed the logistical or administrative phase of the Coast Guard's war history.

The other phase was operational. Here the principal reliance had to be placed on war diaries, action reports, interviews with personnel actually engaged, and such other sources as could be had.

The result has been a program of 26 historical monographs divided between those concerned principally with operations and those with logistics.

## "Coast Guard at War"

Status of Historical Monographs  
March 18, 1948

Limited Distribution—Additional Copies Not Available

### OPERATIONAL

Number	Title
I	INTRODUCTION. <sup>1</sup>
II	GREENLAND PATROL. <sup>1</sup>
III	ALASKA. <sup>1</sup>
IV	LORAN (2 VOLUMES). <sup>1</sup>
V	TRANSPORTS AND ESCORTS (2 VOLUMES).
VI	PACIFIC LANDINGS. <sup>1</sup>
VII	WEATHER PATROL.
VIII	LOST CUTTERS. <sup>1</sup>
IX	NORTH AFRICAN LANDINGS. <sup>1</sup>
X	SICILY-ITALY LANDINGS. <sup>1</sup>
XI	LANDINGS IN FRANCE. <sup>1</sup>
XII	INTELLIGENCE.
XIII	MARINE INSPECTION. <sup>1</sup>
XIV	ASSISTANCE (2 VOLUMES). <sup>1</sup>
XV	AIDS TO NAVIGATION.
XVII	COMMUNICATIONS.
XVII	BEACH PATROL. <sup>1</sup>
XVIII	PORT SECURITY.
XIX	AUXILIARY.
XX	TEMPORARY RESERVE.
XXI	AVIATION. <sup>1</sup>
XXII	WOMEN'S RESERVE (2 VOLUMES) (1 VOLUME). <sup>1</sup>
XXIII	PUBLIC RELATIONS.

### LOGISTICAL

XXIV	FINANCE.
XXV	PERSONNEL.
XXVI	MEDICAL.
XXVII	LEGAL.
XXVIII	ENGINEERING—MARINE.
XXIX	ENGINEERING—CIVIL.

Number	Title
XXX	ENGINEERING — COMMUNICATIONS.
XXXI	HEARING UNITS.
XXXII	TRAINING.

These historical monographs are being distributed to cognizant service personnel for comment, criticism and correction. When all have been written and distributed and all such critical contributions received concerning them, the final "History of the Coast Guard in World War II," in two volumes, is contemplated. This will be the official history, published privately, and sold to the public, such royalties as are received being contributed to Coast Guard Welfare and similar worthy organizations and projects of benefit to the Coast Guard.

### Engineering

Arrangements are being completed at headquarters to re-engine the following vessels:

*Lightship No. 85 (WAL-510).*

*Lightship No. 91 (WAL-515).*

*Lightship No. 108 (WAL-530).*

The following vessels have been declared surplus to the needs of the Coast Guard and are available for disposal:

Stored at yard:

*Woodbury (WSC-155).*

*Rush (WSC-151).*

*CG-83474.*

Stored at moorings, Cape May, N. J.:

*Galatca (WPC-108).*

*Icarus (WPC-110).*

*Thetis (WPC-115).*

*Mojave (WPG-47)* and four WAVE type vessels were disposed of during the week ending 27 February 1948.

## Changes in Assignments

The following changes in assignment were made during the week ending 13 February 1948:

Commander Earle G. Brooks.....	Mocoma to 7CGD Office (T. D. furas).
Commander Richard M. Ross.....	3CGD Office to Mocoma (CO).
Lt. Comdr. Ralph D. Dean.....	MIT to 13CGD Office canceled.
Lt. Comdr. Albert F. Wayne, Jr.....	14CGD Office to Papau (CO).

<sup>1</sup> Already written and distributed.

The following changes in assignment were made during the week ending 27 February 1948:

Lt. Comdr. Clifford S. Gerde----- *McCulloch to Mendota* (EO).  
 Lt. Comdr. Charles E. Leising, Jr----- *Campbell to Eastwind* (EO).

The following changes in assignment were made during the week ending 12 March 1948:

Capt. George C. Whittlesey----- 3CGD Office to HQ canceled; to 1CGD Office (Director, Auxiliary).  
 Commander George N. Bernier----- *Owasco* to 3CGD Office (Chief, A-N Section).  
 Commander William B. Chiswell----- Base, Boston, Mass., to *Owasco* (CO).  
 Commander Joseph F. McCue----- Moorings, Cape May, N. J., to 3CGD Office (Operations Division).  
 Commander Arthur G. Morrill----- HQ to 3CGD Office.  
 Commander Elmer J. J. Suydam----- 8 CGD Office to Moorings, Cape May, N. J. (CO).  
 Lt. Comdr. Peery L. Stinson----- 3CGD Office to Base, Boston, Mass.

The following promotions for temporary service were effected 13 February 1948:

#### To the Rank of Lieutenant Commander

##### To the Rank of Captain

Reginald H. French.<sup>1</sup>

##### To the Rank of Commander

Clayton M. Opp.<sup>1</sup>  
 Loren E. Brunner.<sup>1</sup>  
 Charles E. Columbus.<sup>1</sup>  
 William L. Sutter.<sup>1</sup>  
 Gilbert R. Evans.<sup>1</sup>  
 Wallace L. Hancock, Jr.<sup>1</sup>  
 Adrian F. Werner.<sup>1</sup>  
 Woodrow W. Vennel.<sup>1</sup>  
 Gilbert F. Schumacher.<sup>1</sup>  
 Charles Tighe.<sup>1</sup>  
 Richard Baxter.<sup>1</sup>  
 Oscar D. Weed, Jr.<sup>1</sup>  
 Ralph R. Dean.<sup>1</sup>  
 Joseph R. Scullion.<sup>1</sup>  
 William J. Conley, Jr.<sup>1</sup>  
 Richard L. Mellen.<sup>1</sup>  
 Glenn L. Rollins.<sup>1</sup>  
 Ernest A. Cascini.<sup>1</sup>  
 Frank V. Helmer.<sup>1</sup>  
 Robert F. Shunk.<sup>1</sup>  
 Justus P. White.<sup>1</sup>  
 John A. Brooks.  
 William J. Lawrence.<sup>1</sup>  
 Bernard E. Scalan.<sup>1</sup>

Charles Jarabeck.  
 Paul A. Ortman.  
 John R. Cody.  
 Carlton V. Legg.  
 George E. Alston.  
 Cecil C. Humphreys.  
 Virgil L. McLean.  
 George M. Gallagher.  
 Henry M. Anthony.  
 Cloyd C. Lantz.  
 Henry E. Solomon.  
 Herbert L. Scales.  
 William A. Ronning.  
 Robert L. Blanchett.  
 Carl E. Roberts.  
 Harry F. Bradley.  
 Marius Nordal.  
 James E. Rivard.  
 William E. Lowe.  
 George D. Batey.  
 Cartie L. Herndon.  
 Lewis A. Baker.  
 Richard E. Hastings.  
 Ashton H. Barnes.  
 Martin D. Berg.  
 Frederick B. Thatcher.  
 Arthur M. Davison.  
 William R. Sayer.

<sup>1</sup> Previously certified and recommended by board for permanent appointment in this rank.



**To the Rank of Lieutenant**

Glen F. Stevens.  
 Lynn L. Baker.  
 Thomas F. McKenna.  
 Glenn J. Shannon.  
 Ernest A. Bigelow.  
 Randall F. Elder.  
 Sidney K. Broussard.

Louis J. Glatz.  
 John Dalin.  
 Ludlow S. Baker.  
 Frank D. Hilditch.  
 Arthur M. Watson.  
 Arthur H. Sheppard.  
 Charles A. O'Reilly.  
 Frank W. Dunford.  
 Robert Hoyle.

The following retirements for physical disability, effective 1 March 1948, were approved by the President on 16 February 1948:

<i>Name</i>	<i>Present rank</i>	<i>Retired rank</i>
Rudolph A. Anderson.....	Chief Boatswain.....	Lieutenant Commander.
William H. Barton.....	Commodore.....	Commodore.
Thomas A. Cosgrove.....	Chief Boatswain.....	Lieutenant Commander.
Patrick H. O'Donnell.....	Lieutenant Commander.....	Do.
Cecil D. Ferguson.....	C. R. M.....	C. R. M. <sup>1</sup>
Walter J. Ferguson.....	C. Y.....	Lieutenant.
Victor J. Galinis.....	Lieutenant (jg) (R).....	Do.
Ray W. Hall.....	C. R. M.....	C. R. M. <sup>1</sup>
Harry N. Jones, II.....	Lieutenant (jg).....	Lieutenant (jg).
Mason A. Lee.....	Lieutenant (jg) (R) (inactive).....	Do.
Edmond T. Preston.....	A. C. M. M.....	Lieutenant.

<sup>1</sup> May be advanced on retired list to rank of radio electrician under provisions of secs. 8 (a) and 10, Public Law 305.

Lieut. Comdr. Leo P. Toolin (ret.) died on 12 March 1948.

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